

LOCAL AND GENERAL.

The advertised list of letters appears in this morning's issue.

Dr. Goto, the leprosy specialist, has arrived from Molokai, and will be in Honolulu for two weeks.

Prof. Lyons says that a slight earthquake shock was felt on Saturday afternoon at 5:19 o'clock.

Handicraft, a monthly school publication, issued from the press of Kamehameha, has been received.

The following persons will leave by the P. M. S. S. China for San Francisco: Admiral J. S. Skerrett and family, Lieut. Fox and Lieut. Wilson.

Dr. More of Hilo, Hawaii, will take temporary charge of the office of district physician for Koloa, Kauai, during Dr. J. K. Smith's temporary absence.

The high winds of the last few days have played havoc with some of the rice fields. The grain is beaten down and many fields look as though a herd of cattle had trampled it.

Sealed tenders are wanted at the interior office for constructing a jail at Honoukaa, Hawaii. Plans, etc., can be seen at the deputy sheriff's office in Hamakua, and at the public works bureau, this city.

To illustrate the potency and value of Hendry's mixed paints, Mr. Stacker of the Hawaiian Hardware Co., has painted the very pretty little snow scene, that occupies a front place in the above store.

Captain H. H. Berry, late master of the wrecked schooner Liholihi, has been commissioned "merchants' special police" by the marshal. Captain Berry's duties are to patrol along Fort and King streets from 8 P. M. to 4 A. M.

The Onomea Sugar Co. has elected the following officers to serve for the ensuing year: President, J. B. Atherton; vice-president, J. O. Carter; treasurer, G. H. Robertson; secretary, E. F. Bishop, and auditor Geo. P. Castle.

The following were elected officers of the Lihue Plantation Co. to serve for the ensuing year: President, Paul Isenberg; Vice-President, C. M. Cooke; Secretary, W. C. Parke; Treasurer, J. F. Hackfeld; and Auditor, A. S. Wilcox.

The following government lands will be sold by the minister of interior on December 5th. One on the south slope of Punchbowl; one at Laimi, Nuuanu valley; and the lease of the remnants of the lands at Puuhaoa, Wailua and Koali, Hana, Maui.

Judge Wm. Foster has resigned the office of justice of the police or district court, which he has filled with satisfaction to the public, and will hereafter devote himself to his private business, the increase of which has compelled him to do this. Judge Robertson, who has filled the office for the past few months, will continue to do so.

Mr. Jerry Simonson saw two Portuguese boys last Saturday morning diving for coal near the P. M. S. S. Company's wharf. When the boys saw him coming with a policeman they quickly got into their boat and rowed off, disappearing on the other side of the marine railway. The policeman called to them to stop, but the call was not heeded. Mr. Simonson believes the boys first threw the coal into the sea and afterwards dove for it, pretending that it had fallen into the sea.

By the Australia.

The Australia brought a large list of passengers last Saturday. Among public persons were U. S. Minister Willis, Hon. W. C. Wilder of the advisory council and General G. T. C. Hogge of the British army. Among the Kamaeas were: Rev. E. P. Baker of Hilo, Hawaii, Mrs. C. F. Baker and family, Mrs. C. H. Bishop and Mr. and Mrs. J. K. Burkett, Kauai, Mrs. E. S. Cunha, E. C. Damon, Theo. H. Davies, Mrs. E. W. Fuller, of Kau, Hawaii, Mr. and Mrs. John Hind of Kohala, Mr. and Mrs. Rev. Dr. Hyde, Mrs. Mary Leavitt Clement, of the W. C. T. U., Rev. Father Leonore, Dr. E. A. Lundy, Captain and Mrs. W. Matson of the brigantine Lurline, F. W. McClesney, Mrs. F. B. McStocker, Mrs. J. M. Oat, Mr. and Mrs. Roth, Mr. and Mrs. N. S. Sachs, Jno. A. Scott and wife, Col. Z. S. Spalding of the Kealia plantation, Kauai, J. S. Strow, chief engineer of the steamer Kinau, H. S. Tregloan, Dr. and Mrs. J. M. Whitney, and others.

Keep your friends abroad posted on Hawaiian affairs by mailing them copies of the HAWAIIAN GAZETTE and DAILY ADVERTISER.

SAN FRANCISCO LETTER

Latest Advice Per O. S. S. Australia, October 28th.

[From our San Francisco Correspondent.]

Sugar.

NEW YORK, Oct. 28.—Cuban centrifugal, 96 degrees, 3 47-100 cents; granulated 5 18-100 cents net.

The San Francisco market is quiet. The Western refinery has reduced all whites 1/2 of a cent, and yellows from 1/2 to 1 cent. Granulated is quoted at 5 1/2 cents. A shipment of \$39,000 worth of sugar was made to St. Paul, via the steamer Queen and the Canadian Pacific, on the 23d inst. The lot consisted of 868,000 pounds and is one of the largest single shipments ever made over the Canadian to the east.

Two Noted Passengers.

Two passengers in which the people of Hawaii will take special interest are on the Australia. They are United States Minister Albert S.



ALBERT S. WILLIS.

Willis of Kentucky and Theo. H. Davies, Minister Willis arrived on the overland train yesterday and registered at the Occidental hotel. He is accompanied by Mrs. Willis and their little boy. As a diplomat accredited to a foreign land he was very guarded in his statements as to policy which this government would pursue toward Hawaii. When asked if it would not soon be necessary for President Cleveland to announce his policy with reference to the Hawaiian islands, Minister Willis replied that the time was near at hand—so near, in fact, that the decision of President Cleveland would probably be made known upon his arrival in Honolulu. Minister Willis carries definite instructions on the annexation question, and as he and his family intend to reside in the Hawaiian islands for an extended period, going there with the appointment of minister, it is evident that the instructions are adverse to the hopes of the annexationists. Mr. Willis declined to make a statement with reference to the Washington dispatch which stated that President Cleveland favored a protectorate.

"I know that the feeling on this coast is strongly in favor of annexation," said he. "The commercial relations between San Francisco and Honolulu are such that annexation must have ardent advocates in this city. Then the desirability of the possession of the islands for naval purposes appeals strongly to many Americans. As the accredited minister, however, it would be unwise for me to outline in advance the policy which the American government may pursue toward Hawaii."

Mr. Willis has long been a resident of Louisville, Ky. He was born in Shelby county, that state, on January 22, 1843. His early education was received in the common schools of Kentucky. He graduated at the Louisville male high school in 1860. For four years he taught school, and in the intervals of his employment studied law, graduating from the Louisville law school in 1866. He was elected attorney of Jefferson county, of which Louisville is the county seat, in 1870. In 1872 he canvassed his state in the interest of the democracy, and served as a presidential elector on the democratic ticket. In 1874 he was re-elected attorney of Jefferson county, and served in that capacity until sent to the Forty-fifth Congress. He was returned in the Forty-sixth, Forty-seventh, Forty-eighth and Forty-ninth Congresses as a Democrat, and during Speaker Carlisle's regime filled the important post of Chairman of the Committee of Rivers and Harbors.

Mr. Willis enjoys the distinction of being one of the first if not the first Representative in Congress from a State East of the Mississippi to come out strongly against Chinese immigration.

His speech, in which he recited the troubles with the red man and the black man and pleaded with Congress not to cause another great radical question to arise by the further admission of the yellow man to this country, made him many friends on this coast.

In speaking of the subject of immigration last evening he said: "I began the study of the question relating to Chinese immigration with a prejudice in favor of the Chinese, I thought that the anti-Chinese views were inspired by the sandlot and shared by hoodlums only. I soon became convinced of my error. I saw that I was entirely wrong and I reported the bill to the House of Representatives limiting the number of Chinese which a vessel might bring to this country to fifteen. This bill was vetoed by President Cleveland. I think our immigration laws should be more rigid. We need to exclude many of the immigrants from Europe as well as the Chinese. We do not want people in this country who will not Americanize."

This is the first visit of Minister Willis to the West and he says he is ashamed of the fact.

"I have been in Europe several times," said he, "but I have marvelled more at what I have seen on my trip from Washington to this city than I can tell. I had no idea of the grandeur of the Rocky mountains and the Sierra. There is nothing which I have seen in European scenery to compare with them. It would be much wiser for the American citizen

to take his family out West than to visit Europe."

Mr. Davies concluded that he could not wait any longer for the Miowera to turn up at Victoria and so had to come to San Francisco to get to the islands. Mr. Davies states that he is confident that the queen will soon be restored to power. Mr. Davies urged some sort of compromise that would allay the feeling between the annexationists and the royalists. Some terms of agreement should be reached to prevent the foreigners from holding the Hawaiians in bondage.

Action Promised at Last.

A dispatch from Washington dated the 27th says:

The leading members of the committee on foreign affairs in the house, and those of the majority especially, think Cleveland will send to congress immediately after the silver bill is out of the way a message and the correspondence in the Hawaiian matter. It seems to be the impression that the president will make his recommendations in it and give congress something to do. One of the democratic members of the committee said there were three solutions of the trouble in Hawaii. One scheme was the restoration of the old order of things by placing the queen upon the throne, and another for annexation or a protectorate. That one of these plans would be adopted was thought very probable, but which would be favored by the administration or congress he could not say.

Hitt of Illinois, formerly chairman of the committee on foreign affairs, says the difficulty of dealing with the Hawaiian problem is one which could not be overestimated. Annexation, with the peculiar conditions existing in the islands, is something that might well puzzle the wisest statesman. With the Chinese troubles we have in this country now and the additional questions which the annexation of the islands would raise, not only in regard to the Chinese, but the Japanese and the natives of the islands, it would naturally cause some deliberation before the islands were annexed as a territory and intended for statehood.

It would be the height of absurdity to try and set up the old queen and restore her to power, and to establish a protectorate would mean to abandon the republican form of government for the islands. A protectorate would not mean that this government was to offer its protection alone, but that it intended as well to govern the islands as a possession. If a protectorate were established this government would have to have the affairs of the islands conducted in a manner which would be satisfactory to the United States and not be governed by what might be the popular will of the people who now inhabit the islands.

Hitt says it is necessary to have the islands. They are worth more to the United States than a fleet of ten of the best vessels afloat. We build ships for defense, and for the same reason we ought to acquire the islands, as they are the Malta of the Pacific ocean and are absolutely necessary to the United States.

Hitt, while presenting the difficulties in the way of securing the islands, is not without a scheme which he thinks will be satisfactory.

He says the islands could be acquired as a military and naval station and governed as such by the United States.

The reason the United States wants the islands is the same that induces this country to build war vessels and establish military posts. They are wanted for war purposes, and if acquired as such could be governed without disturbing the existing conditions or submitting the islands to the rule of the most populous yet ignorant classes of the islands.

Loss of the City of New York.

The steamship City of New York of the Pacific Mail line went ashore on the rocks near Point Bonita at the entrance to the harbor, on the afternoon of the 26th inst., and it is believed that she will prove a total loss. She is fixed firm on the rocks and every effort to pull her off has only resulted in tearing a bigger hole in her.

The steamer cleared for Japan and China on the 26th and at 3 P. M. started on her outward voyage. She was in charge of Pilot Johnson who with Captain F. H. Johnson, the master, was on the bridge. It was clear on the bay but passing out the Golden Gate the steamer ran into an intense fog which had hung over the sea all day. Orders were given to slow down, and the steamer went ahead. A strong ebb tide was running and it is believed that Pilot Johnson lost his bearings. The two combined brought the vessel on the rocks and the rapidly ebbing tide left her hard, holes being knocked in by the tremendous weight of the ship.

The first intimation of the disaster came to the city about 5 P. M. the Merchants Exchange observer at Point Lobos telephoning in, that a large vessel must be in distress at Point Bonita from the gun firing, and the fact that the fog siren at Point Bonita was blowing signals not the same as its set blasts.

Immediately there was a race of tugs to the scene. At first it was supposed that the helpless vessel was the Monowai, she being due in, but the tug J. H. Redmond returned early in the evening with the correct information. Meanwhile the tow-boats had arrived on the scene, the Spreckels tugs getting in first. Capt. Johnson refused assistance until advised from the Pacific Mail office. This soon came and the bullion, mail and two cabin and 115 Chinese steerage passengers were brought to San Francisco. It was at once decided to jettison the cargo in the middle part of the hold where the water was coming in and try to pull the vessel off at the next high tide at midnight.

Two hundred stevedores were immediately set to work. When midnight came all the Spreckels tugs took a concerted pull at the steamer, and then the Red Stack tugs were asked to assist, but all in vain.

By the 27th the water was rising and falling in the hold with the slight waves and tides. It was intended to make another pull at noon that day with the high tide but the plan was given over.

There now appears to be nothing to do but to wreck the vessel where she is.

The sea was remarkably smooth when the disaster occurred, but the fog was so dense that the lookout could not see twenty feet ahead. Pilot Johnson has made no statement and is carefully keeping out of sight. It is thought that he will surely lose his place. Capt. Johnson the master has stayed by the vessel from first to last, but it is believed the Mail company will make him walk the plank (though he was not in charge) in accordance with their well known rule.

The New York was 339 by 20 feet in size and registered 1964 tons net. She was built by old John Roach & Sons at Chester, Pa., in 1873, and having been lately remodelled, stood on the company's books for \$350,000. The company carries its own insurance.

The cargo, chiefly flour, canned fruit, ginseng, etc., was valued at \$132,000. It is a total loss, but is insured. The bullion, which was saved had a value of \$191,290 of which \$147,290 was for China and \$44,000 for Japan.

The Silver Fight.

President Cleveland has at last frightened the rebellious democrats who have so long opposed the repeal silver bill into surrendering to him and his supporters. It is said that several pulls were brought to bear on these erstwhile independent senators. The greatest of these was the statement from headquarters that there would be no more offices distributed until the bill was passed and the purchase clause of the Sherman law wiped out. The next was that those democrats who resorted to filibustering would thereby ruin the chances of their party at the next election. It is now certain that the bill will pass sometime next week and the effect is expected to be a clean knock out for silver. When the announcement was made that the fight had been given up, Senator Pugh (dem.) arose and denounced the President and all other democrats who had supported the measure. He declared it to be iniquitous. He held Cleveland and Carlisle responsible for the division which has been caused in the party ranks by the efforts of the administration to legislate in the interest of the gold bugs. Voting on the amendments has begun and will continue to the final vote. Puffery amendment providing for free coinage of silver and gold was defeated. Sherman threatens to upset the plans of the administration by introducing a bond amendment which would receive the entire support of republicans and result in another long fight.

Cleveland has stated that he wants the McCrery bill extending the time for Chinese to register six months, to pass without any of the Pacific coast amendments and he may succeed. He is willing congress should adjourn after passing the silver and Chinese bills and does not expect to send in a message till the December session.

American News.

Healdsburg, California, is having a sensation and trying to determine if the town treasurer, George Mulligan, is an honest man or a shrewd thief. He was found in the outskirts of town handcuffed to a tree and the city's coin was gone. He claims to have been robbed and tied up by two men who called him from his house in the early morning. The funds are short over \$7000.

WASHINGTON, October 24.—Rear Admiral Walter W. Queen expired suddenly tonight at his home in this city, aged 72.

The attendance at the world's fair has passed the 20,000,000 mark and is expected to go to 22,000,000. On Marine day the paid admissions were \$284,000.

A dispatch from Washington says that on the 20th inst. Commodore Stanton, acting Rear-Admiral of the United States fleet in Brazilian waters, was summarily relieved of his command by Secretary of the Navy Herbert and ordered home. The Commodore's offense was in saluting Admiral Mello, the leader of the Brazilian insurgents, who with his squadron is holding Rio in blockade. The belligerents are not recognized by this Government, and Commodore Stanton's action as it is construed here was in a sense the recognition of them as a power, and could not fail to give offense to the Peixoto Government, with which this Government holds friendly relations.

The rough draft for the tariff bill is now in Cleveland's hands and will be carefully studied by him.

The street railways of St. Paul are tied up by a strike of car men.

Foreign News.

A report from northern Russia leads to the fear that Mr. Nansen, the explorer, and his expedition have been lost.

The Brazilian insurgents continue their efforts to overthrow President Peixoto's government, but are not making much headway. Mello, the rebel leader, is said to be in distress for supplies for his army and navy. Peixoto on the other hand is getting up a navy rapidly, and a hot engagement will undoubtedly occur very soon. There are three American men-of-war at Rio looking after the rights of American citizens, and they are liable to interfere at any time. Mello succeeded in capturing a steamer loaded with flour for the people of Rio Janeiro, and supposed to have been shipped from New York. He gave his note for the goods. Before sailing from Rio to attack another port, Admiral Mello declared F. G. de Lorena provisional president of Brazil. Lorena is captain of one of the rebel war ships.

The latest rumor regarding the condition of affairs is that Italy is anxious for war, and will force a rupture with France. Italy is on the verge of bankruptcy and revolt, and war seems to be the only way out of the dilemma.

When the citizens of Lyons, France, gave a reception to the Russian officers and men, there were 200,000 visitors to take part in the grand carouse. Presents worth many thousands of dollars were given to the men and sent to the Czarina.

The authorities of Amsterdam are trying a young man named De Jong for the murder of two young women whom he married within a short time. The trial is secret and it is now thought the fellow is the original "Jack the Ripper."

The Maharajah Dhuleep Singh, the famous fighting rajah of the Punjab, is dead.

WHARF AND WAVE.

Happenings Here and on the Pacific Coast.

The S. S. Australia, H. C. Houdlette, commander, left San Francisco Oct. 28, 1893, at 2 P. M., with 101 cabin and 34 steerage passengers and 27 bags of mail. Experienced fine weather throughout the voyage and arrived at Honolulu Nov. 4 at 9 A. M.

Two of the sailors on board the yacht Tolna left her last Saturday and two native boat boys were substituted in their places. One of the native boys quit the yacht yesterday, and the other, it is reported, will leave her today. It is reported the second mate will leave the vessel this week. No one has yet been appointed to succeed Chief Officer Wichman.

The C. A. S. S. Warrimoo, R. E. Arundell, commander, arrived at 10:30 o'clock yesterday morning, nearly 13 days from Sydney. Left Sydney on Wednesday, October 18th at 5:27 p.m.; rounded Walpole island at 9:28 a.m. on Sunday, the 22d; stopped off Rotumah island at 5:30 p.m. on Tuesday, the 24th; proceeding again at 6:30 p.m., stopped off Funafuti island at 1:30 p.m. on Wednesday, the 25th; from there the natives came on board and remained for about an hour; left again at 2:45 p.m. Crossed the equator at 1 p.m. on Thursday, the 26th, and arrived off Honolulu Tuesday at 9:30 a.m. Moderate to fresh northerly winds and fine weather to the equator, thence to Honolulu fresh to strong rainy trades. The Warrimoo brought a very small cargo for this port, and had about 800 pkgs. merchandise in transit for Victoria, B. C. The Warrimoo called at all the above ports in search of the S. S. Miowera.

The contract between the Canadian government and Messrs. James Huddart & Co., of Sydney, for a direct steamship service between Canada and Australia has been finally concluded for a term of ten years. A third swift and large steamship is to be immediately added to the line, and the number of vessels will be further augmented and the service made more frequent as the traffic increases. The Canadian Pacific railway, by agreement with Messrs. Huddart, will act as the agents of the new line in Europe, Canada and the United States.—Sydney Herald.

There were four vessels at Newcastle, N. S. W., on September 30, chartered to load coal at that port for Honolulu, viz.: Hawaiian four-masted ships John Ena and Hawaiian Isles, British ship Duke of Argyle and German ship Terpeichore. They are all probably on their way to this port now.

SAN FRANCISCO ITEMS.

ARRIVALS.—Oct. 23, bkt. W. H. Dimond, 17 days; 24, bkt. Discovery and Planter, 19 and 18 days respectively; 27, s.s. Monowai 7 days 19 hours, all from Honolulu.

DEPARTURES.—Oct. 21, bkt. S. C. Allen for Honolulu; 26, brig Lurline for Hilo and bk. Albert for Honolulu; 27, brig J. D. Spreckels for Kahului.

PROJECTED DEPARTURES.—Nov. 16, s.s. Monowai for Honolulu and the Colonies; 21, s.s. China for Honolulu, Yokohama and Hongkong; Dec. 19, s.s. Oceanic for Honolulu, Yokohama and Hongkong; during Nov. bks. Alden Besse, C. D. Bryant and bkt. Irgard for Honolulu; schr. Anna and bkt. W. H. Dimond for Kahului.

The arrival of the Monowai at San Francisco was considerably delayed by fog but she arrived in plenty of time to insure the arrival of the mails in New York for the transatlantic steamers.

The Pacific coast steamship company has succeeded in staving off opposition on the northern coast of Mexico by buying the steamer St. Paul for \$67,000. She will replace the lost Newburn.

There is a prospect on foot to dig a deep water ship canal from San Francisco to Stockton and the people of San Joaquin country will be asked to rate \$300,000 in bonds to aid the scheme.

The ocean liner Gallert was on fire on her recent trip from Cape Haven, Germany, to New York, and it was three days before the flames was subdued.

The successful trial of a new naphtha launch from Kneass' yard attracted a large crowd to the Oceanic dock this afternoon. It is destined for the Custom service at Honolulu, and will be shipped on the brig J. D. Spreckels.—S. F. Examiner, Oct. 24.

Artistic printing at the GAZETTE Office.

Daily Advertiser 50c. per month